1

File No. AFD. 40 FAF 70

MYSORE GOVERNMENT SECRETARIAT

Notes/Correspondence/Collection

Department AF Section Forest 'B'

Subject :— Corrigendum to Govt. Notification No. AFD 20 FAF 69

Earlier References :— 20 FAF 69

Later References :—

(1)

17-3-70
17-4-70

(Classification A/B/C)

Notes Pages..... 1
Correspondence Pages..... 9
For/Not for Section Note Book
To be destreyed after..... 1980

13-3-70
Under Secretary to Government.

Watsalee
(ವಿ.ಆರ್. ವತ್ಸಲ)
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ,
ಅರಣ್ಯ, ಪರಿಸರ ಮತ್ತು ಜೀವಿಶಾಸ್ತ್ರ ಇಲಾಖೆ,
(ಅರಣ್ಯ-A).

AFD 40. FAF-70.

Sl. No. 1 (Receipt)

No. B-7-15-221/58 dt. 20-1-70

from the C@F.

Note No. 1

(1) A draft Corrigendum is put up for approval at Sl. No. 2/ (Page 1/5)

Issue
17.3.70

11-3-70.

[File No. AFD 2-FAF-69 is placed below]

Issued.

File may now be closed.

17-4-70.

22/4/70

Record B

17-4-70.

3

GOVERNMENT OF MYSORE

No.AFD 40 FSF 70. Mysore Government Secretariat,
Vidhana Soudha,
Bangalore, dated 15th April 1970.

CORRIGENDUM.

The Governor is pleased to order that the following changes be made in Government Notification No. FD 20 F.F 69 dated 30-5-1969 published as G.O.No. 1245 at pages 2061 to 2072 in Part IV - Section 2-c(ii) of the Mysore Gazette dated 12-6-1969.

(i) Page 2069

Under the boundary description of North in line No.35, the words and figures, 'No.32 passing' should be read as 'No.31 passing'.

(ii) Page 2064

Under the statement in column No.3 and line No.1, the figure '530' should be read as '15'.

(iii) Page 2063

In line No.5, the words, 'station No.' should be read as 'station No.9'.

(S. Balasubramanyam)
Under Secretary to Government,
Agriculture & Forest Department.

To

The Compiler, Mysore Gazette, Bangalore in duplicate for publication in the Gazette and for supply of 15 printed copies and to the Divisional Forest Officer, Survey and Demarcation, Mangalore.

Copies to:-

1) The Chief Conservator of Forests in Mysore, Bangalore.
2) The Divisional Commissioner, Mysore.
3) The Deputy Commissioner, South Kanara, Mangalore.
4) The Revenue Department.
5) The Guard file.

4

GOVERNMENT OF MYSORE

No.AD 40 F&F 70. Mysore Government Secretariat,
Vikasa Soudha,
Bangalore, dated 17th April 1970.

CORRIGENDUM.

The Governor is pleased to order that the following Changes be made in Government Notification No. AD 20 F&F 69 dated 30-6-1969 published as G.O.No.1245 at pages 2691 to 2692 in Part IV - Section 2-c(ii) of the Mysore Gazette dated 12-2-1970.

(i) Page 2692

Under the boundary description of North in Line No.05, the words and figures, 'No.32 pasalu', should be read as 'No.31 pasalu'.

(ii) Page 2692

Under the sub-amount in column No.3 and line No.1, the figure '510' should be read as '152'.

(iii) Page 2692

In line No.4, the words, 'station No.' should be read as 'Station No.0'.

(S.Balambaryan)
Under Secretary to Government,
Agriculture & Forest Department.

To

The Controller, Mysore Gazette, Bangalore in duplicate for publication in the Gazette and for supply of 10 printed copies each to the Divisional Forest Officer, Survey and Demarcation, Mangalore.

Copies to:-

1) The Chief Conservator of Forests in Mysore, Bangalore.
2) The Divisional Commissioner, Mysore.
3) The Deputy Commissioner, South Kanara, Mangalore.
4) The Revenue Department.
5) The Guard file.

Sl. No. 5

Corrigendum

M.G. Scott
V.S.

No. AFD 40. FAF 70

Bangalore

The Governor is pleased to order that the following changes be made in Govt. Notification No. AFD 20 FAF 69 dt. 30-5-69 published as S.O. No. 1245 at pages 2951 to 2972 in part IV - Section 2-C(ii) of the Mysore Gazette dated 12-6-69.

Flag-M.

10 copies

ISSUED 17/4/70

(i) Page 2952

Under the boundary description of North, in line No. 26, the words and figures, 'No. 32 passing' should be read as, 'No. 31 passing'.

(ii) Page 2954

Under the statement in Column No. 3 and line No. 1, the figure

(O.T.O)

'510' should be read as '150'.

(iii) Page 2958

In line No. 5, the words, 'station No.~~s~~' should be read as 'station No. 0'.

17/2/70

US-to-Govt., Asst-Secy.

13.3.70

To, The Compiler, Mysore Gazette, in duplicate, for publication in the Gazette and 50 copies of the printed offices to the ~~SPO, Surveyor~~ Demarcation, Mangalore

Offices for information to:-

(1) The C.C.F., Bangalore
(2) The Addl. Comm., Mysore
(3) the Dy. Comm., S. Kanara, Mangalore
(4) The R.O.
(5) Guard File.

Sl. No 1 7

B6-15-221/58. CHIEF CONSERVATOR'S OFFICE 23
Encl 1 printed notification Bangalore, dt. 20/11/70

To
The Secretary to Government,
Agriculture and Forest Department,
Bangalore.

Sir,

Sub: Government Notification under section 4 of the M.F.A. in respect of Balnad Block II in Balnad, Aryapu vittal, Mudnur, and Panchamo villages, in Puttur and Bantwal taluks - Issue of Corrigendum requested.

Ref: Government Notification No.AFD 20 FAF 69, dated 30-5-69. Flag M

02861

R. & L. SECTION A. & F. D. No. Date 21 JAN 1970 Notice 557/70/70

In the Government Notification published in the Mysore Gazette dated 12-6-69 vide pages 2951-2972 in part IV Section 2 - C (ii) in respect of Balnad block II in Balnad, Aryapu Vittal, Mudnur, and Pancha villages, corrections as noted in the draft corrigendum are necessary:-

DRAFT CORRIGENDUM

In the Notification No.AFD 20 FAF 69, dated 30-5-69, make the following corrections:-

2952 Under the boundary description of North in line 26 the words "No .32 passing" should be read as "No.31 passing".

Sd 24/1

2954 Under the statement in Col.No.3 and line No.1st the figure "510" should be read as "150"

2958 In line No.5 the words "station No." should be read as "Station No.0"

Government may kindly be moved to issue the above corrigendum for publication in the Mysore Gazette with instructions to the Compiler of the Gazette to supply 10 printed copies of the corrigendum to the Divisional Forest Officer, Survey & Demarcation, Mangalore. A copy of the printed notification is enclosed herewith for favour of reference.

Yours faithfully,

J D Gurley 19/1
Chief Conservator of Forests.

2951

AGRICULTURE AND FOREST SECRETARIAT 28 1969

NOTIFICATION.

Bangalore, dated 30th May 1969.

S. O. 1245.—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act No. V. of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in Puttur and Bantwal Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed as reserved forest;

(ii) appoints the Forest Settlement Officer, South Kanara, Mangalore to be the Forest Settlement Officer for purpose of clause (c) of the said section; and

(iii) appoints the Divisional Forest Officer, Mangalore and Coondapur to attend on behalf of Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections 11, 12 and 13 of the said Act.

SCHEDULE

Name of the District:	South Kanara.
Name of the Taluk:	Puttur and Bantwal.
Name of the Village:	Balnad, Aryapu, Vittal-Mudnur and Puncha.
Survey field numbers:	283/1, of Balnad, 411/1 of Aryapu, 322/1, 258, 239, 282, 281, of Vittal-mudnur and 711/1,34/1A1, 142/1C, 73, 126/1A and 11 of Puncha Villages.

Name of the Block: Balrad Block II
Extent : 499.40 acres.

Boundary Description Bit I.

North.—Starting from the station No. O, a point situated at the newly constructed cairn No. 1, the demarcation line of the Bit I of the Block runs first in almost South-East direction a distance of 2309 links to reach the station No. 4, passing through the intermediate stations 1 to 3. From there it runs in almost North-East direction a distance of 1127 links to reach the station No. 6, passing through the intermediate station No. 5. Therefrom it runs in almost South-East direction near 'Kalvaje byle' a distance of 5639 links to reach the station No. 14, passing through the intermediate stations 7 to 13. Thence it runs in almost Eastern direction to station No 15 a distance of 330 links. From there it runs in almost South-East direction a distance of 1718 links to reach the station No. 18, passing through the intermediate stations 16 and 17. Thence it runs in Eastern direction to station No.19, a distance of 332 links. From there it runs in North-East direction to station No. 20, a distance of 230 links. Therefrom it runs in almost South-East direction near 'Pattaje moole' a distance of 2410 links to reach the station No. 25, passing through the intermediate stations 21 to 24. Thence it runs in Eastern direction to station No. 26, a distance of 511 links. Thence it runs in almost North East direction to station No. 27, a distance of 500 links. From there it runs in almost South-East direction a distance of 2513 links to reach the station No. 32 passing through the intermediate stations 28 to 30. From ther it runs in almost North-East direction a distance of 1178 links to reach the station No. 33, passing through the intermediate station No. 32. Therefrom it runs in almost South-East direction near 'Piliriya byle' a distance of 3278 links to reach the station No 39, passing through the intermediate stations 34 to 38. From there it runs in Eastern direction to station No. 40, a distance of 330

links. Thence it runs in North-East direction to station No. 41, a distance of 944 links. From there it runs in almost North-West direction a distance of 1425 links, to reach the station No. 44, passing through the intermediate stations 42 and 43. From there it runs in almost northern direction to station No. 45, a distance of 319 links. From there it runs in almost eastern direction a distance of 1701 links to reach the station No. 47, passing through the intermediate station 46. Thence it runs in North-East direction to station No 48, a distance of 343 links, Again it runs in Eastern direction to station No. 49, a distance of 149 links. Bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in Degrees in F. B.	Distances in links.
1	2	3	4
0	1	127	842
1	2	124	307
2	3	139	506
3	4	105½	654
4	5	81½	826
5	6	52	301
6	7	99	534
7	8	128½	343
8	9	95½	514
9	10	102	1140
10	11	113	618
11	12	108	1051
12	13	94	912
13	14	101	497
14	15	78	330
15	16	115	796
16	17	126	810
17	18	123	612
18	19	86	322
19	20	45	230
20	21	101½	365
21	22	143	236

1	2	3	4
22	23	510 150	420
23	24	104½	560
24	25	111	839
25	26	89½	511
26	27	12½	500
27	28	151½	358
28	29	102½	228
29	30	99	755
30	31	99½	1172
31	32	14½	471
32	33	72	707
33	34	132	312
34	35	143	366
35	36	136	603
36	37	97	418
37	38	118½	676
38	39	137	903
39	40	90	330
40	41	23	944
41	42	293½	396
42	43	298	221
43	44	327	803
44	45	9½	319
45	46	82	859
46	47	104½	842
47	48	54½	343
48	49	101½	149

East.—Thence the demarcation line runs in almost South-East direction a distance of 724 links to reach the station No. 51, passing through the intermediate station No. 50. From there it runs in almost South-West direction a distance of 1391 links to reach the station No. 54 passing through the intermediate station Nos. 52 and 53 Thence it runs in almost Southern direction to station No. 55, a distance of 622 links. From there it runs in South-East direction to station No. 56 a distance 288 links. Bearings and distances from station to station are as follows :

Station From	Numbers To	Bearings in Degrees in F. B.	Distances in links
49	50	137	234
50	51	166½	490
51	52	202½	670
52	53	223½	321
53	54	235½	400
54	55	186	622
55	56	128	288

South :—Thence the demarcation line runs in South-West direction to station No. 57, a distance of 632 links. From there, it runs in North-West direction to station No. 58, a distance of 493 links. From there, it runs in almost Western direction, a distance of 660 links to reach the station No. 60, passing through the intermediate station No. 59. From there, it runs in South-West direction to station No. 61, a distance of 600 links. Therefrom, it runs in almost North-West direction, a distance of 2039 links to reach the station No. 64, passing through the intermediate stations 62 and 63. Thence it runs in almost Western direction to station No. 65, a distance of 707 links. Thence it runs in North-West direction to station No. 66, a distance of 742 links. From there, it runs in almost Western direction, a distance of 2173 links to reach the

station No. 68, passing through the intermediate station No. 67. From there, it runs in almost North-West direction, a distance of 1045 links to reach the station No. 72, passing through the intermediate stations 69 to 71. Thence it runs in South–West direction to station No. 73, a distance of 603 links. From there, it runs in almost North–West direction, a distance of 1947 links to reach the station No. 75, passing through the intermediate station No. 74. From there, it runs in North-East direction to station No 76, a distance of 253 links. From there, it runs in North–West direction to station No. 77, a distance of 523 links. From there, it runs in almost South–West direction, a distance of 1125 links to reach the station No. 79, passing through the intermediate station No. 78. Thence it runs in Western direction to station No. 80, a distance of 327 links. From there, it runs in almost North–West direction, a distance of 627 links to reach the station No. 82, passing through the intermediate station No. 81. From there, it runs in almost South–West direction, a distance of 838 links to reach the station No. 84, passing through the intermediate station No. 83. From there, it runs in almost western direction, a distance of 1162 links to reach the station No. 87, passing through the intermediate station Nos. 85 and 86. From there, it runs in North–West direction, a distance of 1096 links to reach the station No. 89, passing through the intermediate station No. 88. Therefrom, it runs in almost Western direction, a distance of 2130 links to reach the station No. 92, passing through the intermediate station Nos 90 and 91 From there, it runs in North-West direction to station No. 93, a distance of 880 links. From there, it runs in South–West direction to station No. 94, a distance of 547 links. Therefrom, it runs in almost Western direction, a distance of 1368 links to reach the station No. 96,

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passing through the intermediate station No. 95. Bearings and distances from station to station are as follows :—

Station From	Numbers To	Bearings in degrees in F.B.	Distance in links
56	57	254½	632
57	58	300	493
58	59	273½	400
59	60	267½	260
60	61	229	600
61	62	280	880
62	63	303½	570
63	64	348	589
64	65	273½	707
65	66	295	742
66	67	259½	898
67	68	270	1275
68	69	322½	200
69	70	326½	426
70	71	287	200
71	72	289½	219
72	73	252½	603
73	74	298	887
74	75	294½	1060
75	76	21½	253
76	77	305½	523
77	78	241	493
78	79	257	632
79	80	272½	327
80	81	307½	220
81	82	319	407
82	83	249	3[illegible]0
83	84	260½	458
84	85	268½	213
85	86	283½	632
86	87	279½	317
87	88	314	654
88	89	310	442
89	90	277½	400
90	91	272	870
91	92	265½	860
92	93	299	880
93	94	248½	547
94	95	281	1058
95	96	276½	270

West.—Thence the demarcation line runs in North-West direction to station No. 97, a distance of 760 links. From there finally, it runs in almost Northern direction a distance of 850 links passing through the intermediate station No. 98 to reach the station No., which is the starting point of the Bit I of the Block. Bearings and distances from station to station are as follows:—

Station From	Numbers To	Bearings in degrees in F. B.	Distances in links
96	97	342	760
97	98	4	652
98	0*	349½	198

*Starting point of the Bit I.

Bit–II

North:—Starting from the station No. 27, a point situated at the newly constructed cairn No. 1, the demarcation line of the Bit II of the block runs first in North-East direction to station No. 28, a distance of 210 links. Therefrom, it runs in almost South-East direction a distance of 965 links to reach the station No, 31, passing through the intermediate station Nos. 29. and 30. Therefrom it runs in almost Eastern direction a distance, of 2328 links to reach the station No. 40, passing through the intermediate station Nos. 32 to 39. From there, the line runs to Northern direction to station No. 41 at a distance of 253 links. Thence it runs in almost Eastern direction

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to station No. 42, a distance of 241 links. Bearings and distances from station to station are as follows :—

Station From	Numbers To	Bearings in degrees in F.B.	Distances in links
1	2	3	4
27	28	59½	210
28	29	138½	370
29	30	118½	395
30	31	109	200
31	32	100	390
32	33	86½	267
33	34	81½	323
34	35	99½	100
35	36	99½	166
36	37	90½	218
37	38	84	183
38	39	77½	255
39	40	90	426
40	41	20	253
41	42	102½	241

East : Thence the demarcation line runs in South-East direction a distance of 1101 links to reach the station No. 44, passing through the intermediate station No. 43. From there it runs in South-West direction to station No. 45, a distance of 756 links. From there it runs in South-East direction a distance of 824 links to reach the station No. 47, passing through the intermediate station No. 46. There from it runs in almost South-West direction a distance of 2600 links to reach the station No. 53, passing through the intermediate station Nos. 48 to 52. From there it runs in South-East direction to station No. 54, a ditance of 425 links. There from it runs in almost North-East direction a distance of 618 links to reach the station No. 56, passing through the intermediate station No. 55. Thence it runs in a almost Eastern direction a distance of 526 links, to reach

the station No. 58, passing through the intermediate station No. 57. From there it runs in Southern direction to station No. 59, a distance of 297 links. Thence it runs in South-East direction to station No. 60, a distance of 610 links. Thence it runs in North-East direction to station No. 61, a distance of 662 links. Thence it runs in South-East direction to station No. 62, a distance of 570 links. From there it runs in almost South-West direction a distance of 1341 links to reach the station No. 65, passing through the intermediate station Nos. 63 and 64. Therefrom it runs in almost South-East direction a distance of 2637 links to reach the station No. 71, passing through the intermediate stations 66 to 70. From there it runs in North-East direction to station No. 72, a distance of 589 links. Thence it runs in almost Eastern direction to station 73, a distance of 157 links. Thence it runs in almost Southern direction to station No. 74, a distance of 434 links. From there it runs in South-West direction to station No. 75, a distance of 406 links. Therefrom it runs in almost South-East direction a distance of 3625 links to reach the station No. 82, passing through the intermediate stations 76 to 81. From there it runs in Southern direction to station No. 83, a distance of 336 links. Bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in degrees in F.B.	Distances in links.
1	2	3	4
42	43	141½	568
43	44	138½	533
44	45	237	756
45	46	142	407
46	47	145	417
47	48	254	358
48	49	265	762
49	50	223½	608
50	51	217½	345
51	52	210	400

1	2	3	4
52	53	199½	127
53	54	124½	425
54	55	76½	380
55	56	47½	238
56	57	93	336
57	58	94	190
58	59	171½	297
59	60	141½	610
60	61	53½	662
61	62	104	570
62	63	194	725
63	64	246	390
64	65	242	226
65	66	138½	400
66	67	130	262
67	68	125	330
68	69	122½	615
69	70	125½	500
70	71	121½	530
71	72	62½	589
72	73	95½	157
73	74	177	434
74	75	195	406
75	76	107½	171
76	77	122½	976
77	78	157	323
78	79	123	657
79	80	120½	262
80	81	108½	537
81	82	126	699
82	83	174	336

South :- Thence the demarcation line runs in almost South-West direction a distance of 977 links to reach the station No. 86, passing through the intermediate stations 84 and 85. From there it runs in almost North-West direction a distance of 1136 links to reach the station No. 88, passing through the intermediate station No. 87. Thence it runs in North-East direction to station No. 89, a distance of 974 links. Therefrom it runs in almost North-West direction a distance of 7763 links to reach the station

No. 107, passing through the intermediate stations 99 to 106. Therefrom it runs in almost Western direction a distance of 2845 links to reach the station No. 113, passing through the intermediate station No. 108 to 112. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in degrees in F. B.	Distances in links.
83	84	210	245
84	85	245	341
85	86	247	891
86	87	278	370
87	88	292½	766
88	89	29	974
89	90	304	562
90	91	303	990
91	92	320½	240
92	93	309	746
93	94	304½	559
94	95	312½	606
95	96	295½	908
96	97	307½	252
97	98	313	282
98	99	305	487
99	100	292	243
100	101	285	249
101	102	313½	272
102	103	299½	323
103	104	29½	240
104	105	304	358
105	106	341	168
106	107	344	278
107	108	277	393
108	109	285	451
109	110	276½	644
110	111	283	760
111	112	260	400
112	113	276	197

West:—Thence the demacration line runs in almost North-West direction a distance of 1642 links, passing through the intermediate station No. 114 to reach the station No. O which is the point situated South-East of station No. 54 (cairn No. 55) of the Bit I of the Block at a

2963 90 10

distance of 1880 links. Therefrom it runs near 'Nate iallubyle' in almost North-East direction a distance of 1370 links to reach the station No. 3, passing through the intermediate stations 1 and 2. From there it runs in almost South-East direction a distance of 876 links to reach the station No 6, passing through the intermediate stations 4 and 5. Thence it runs in North-East direction to station No. 7, a distance of 505 links. From there it runs in almost South-East direction a distance of 884 links to reach the station No. 9, passing through the intermediate station No. 8. Thence it runs in Eastern direction to station No. 10, a distance of 426 links. Therefrom it runs in almost North-East direction a distance of 1564 links to reach the station No. 15, passing through the intermediate stations 11 to 14. Thence it runs in North-West direction to station No. 16, a distance of 572 links. From there it runs in almost North-East direction a distance of 733 links to reach the station No. 18, passing through the intermedate station No. 17. Therefrom, it runs in almost North-West direction, a distance of 3385 links to reach the station No. 26, passing through the intermediate stations 19 to 25. From there, finally, the line runs in North-East direction a distance of 270 links to reach the station No. 27, which is the starting point of the Bit II. Bearings and distances from station to station are as follows :

Station Numbers From	To	Bearings in Degrees in F. B.	Distances in links.
1	2	3	4
113	114	325	967
114	0	298	675
0	1	82½	870
1	2	39½	272
2	3	60	228
3	4	148½	188
4	5	145½	283
5	6	165½	405
6	7	66½	505

1	2	3	4
7	8	159½	625
8	9	170½	259
9	10	99	426
10	11	21½	258
11	12	82½	466
12	13	20	307
13	14	22	381
14	15	12	152
15	16	337	572
16	17	71½	350
17	18	28½	383
18	19	333	321
19	20	305	428
20	21	279½	506
21	22	290	136
22	23	317½	123
23	24	306½	565
24	25	335	317
25	26	295	989
26	27*	27	270

*Starting point of the Bit II.

Bit III.

North.—Starting from the station No. 14, a point situated at the newly constructed cairn No. 15, the demarcation line of the Bit III of the Block runs first in South-East direction, a distance of 1352 links to reach the station No. 16, passing through the intermediate station No. 15. Thence it runs in almost Eastern direction to station No. 17, a distance of 604 links. From there, it runs in North-East direction to station No. 18, a distance of 600 links. Thence it runs in North-West direction to station No. 19, a distance of 274 links. From there, it runs in Eastern direction to station No. 20, a distance of 412 links.

2965 228

Bearings and distances from station to station are as follows :

Station Numbers From	To	Bearings in Degrees in F. B.	Distances in links.
14	15	122	680
15	16	122	672
16	17	99	604
17	18	61½	600
18	19	324½	274
19	20	85½	412

East.—Thence the the demarcation line runs in almost South-West direction to station No. 21, a distance of 813 links. From there, it runs in almost South-East direction, a distance of 1085 links to reach the station No. 23, passing through the intermediate station No. 22. Thence it runs in South-West, direction, a distance of 1145 links to reach the station No. 25, passing though the intermediate station No. 24. From there, it runs in almost Southern direction, a distance of 167 links to reach the station No. 0, which is the point situated North of station No. 35 (newly constructed cairn No. 8 of the Bit II at a distance of 1555 links Bearings and distances from station to station are as follows .—

Station Numbers From	To	Bearings in Degrees in F. B.	Distances in links.
20	21	194	813
21	22	161	440
22	23	170½	645
23	24	203½	547
24	25	205	598
25	0	188	167

South.—Thence the demarcation line runs in South-West direcrion to station No.1, a distance of 814 links. From there, it runs in Northern direction to station No. 2, a distance of 412 links. From there, it runs in almost North-West direction a distance of 918 links to reach the station No. 4, passing through the intermediate station No. 3. Thence it runs in almost Western direction, a distance of 1204 links to reach the station No. 7, passing through the intermediate station Nos. 5 and 6. Therefrom, it runs in almost North-West direction, a distance of 835 links to reach the station No. 9, passing through the intermediate station No. 8. Bearings and distances from station to station are as follows :

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
0	1	246½	814
1	2	3	412
2	3	287½	627
3	4	335½	291
4	5	271½	628
5	6	273	236
6	7	274½	340
7	8	312	385
8	9	291½	450

West.—Thence the demarcation line continues in North-West direction to station No. 10, a distance of 353 links. Therefrom, it runs in almost North-East direction, a distance of 2042 links to reach the station No. 13, passing through the intermediate stations Nos. 11 and 12. From there, it runs in Northern direction, a distance of 528 links to reach the station No. 14, which is the starting point of the

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Bit III. Bearings and distances from station to station are as follows :

Station Numbers From	To	Bearings in degrees in F.B.	Distances in links.
9	10	339½	353
10	11	44½	788
11	12	36	624
12	13	62	630
13	14*	1	528

*Starting point of the Bit III

Bit IV.

North.—Starting from the station No. 2, a point situated at the newly constructed cairn No. 3, the demarcation line of the Bit IV of the block runs first in South-East direction to station No. 3, a distance of 357 links. From there, it runs in North-East direction to station No. 4, a distance of 246 links. Thence it runs in almost Eastern direction to station No. 5, a distance of 157 links. Thence it runs in North-East direction to station No. 6, a distance of 240 links. Thence it runs in South-East direction, a distance of 840 links to reach the station No. 9, passing through the intermediate stations Nos. 7 and 8. From there, it runs in almost Eastern direction to station No. 10, a distance of 216 links. Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in Degrees in F. B.	Distances in links
1	2	3	4
2	3	121	357
3	4	57	246
4	5	99	157
5	6	19	240
6	7	96½	100
7	8	111	423
8	9	113½	317
9	10	81	216

East:—Thence the demarcation line runs in South-East direction to station No. 11, a distance of 438 links. Thence it runs in South-West direction to station No. 12, a distance of 120 links. From there it runs in south-east direction to station No. 13, a distance of 581 links. Thence it runs in almost Eastern direction to station No. 14, a distance of 262 links. From there it runs in South-East direction to station No. 15, a distance of 363 links. From there it runs in South-West direction to station No. 16, a distance of 358 links. From there it runs in almost Western direction a distance of 440 links to reach the station No 18, passing through the intermediate station 17. From there it runs in Southern direction to station No. 19, a distance of 900 links. From there it runs in South-West direction to station 20, a distance of 903 links. From there it runs in almost South-East direction a distance of 1066 links to reach the station No. 22, passing through the intermediate station No. 21. Thence it runs in Eastern direction to station No. 23, a distance of 1145 links. From there it runs in almost North-East direction a distance of 913 links to reach the station No. 25, passing through the intermediate station No. 24. From there it runs in Eastern direction to station No. 26, a distance of 580 links. From there it runs in North-East direction to station No. 27, a distance of 224 links. Thence it runs in South-East direction to station No. 28, a distance of 538 links. Again it runs in North-East direction to station No. 29, a distance of 357 links. From there it runs in almost South-East direction a distance of 665 links to reach the station No. 31, passing through the intermediate station No. 30. Bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in degrees on F.B.	Distances in links.
1	2	3	4
10	11	129½	438
11	12	200½	120
12	13	134	581
13	14	79	262

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1	2	3	4
14	15	148	353 363
15	16	203	358
16	17	267½	119
17	18	269½	321
18	19	182½	900
19	20	215	903
20	21	157½	416
21	22	140	650
22	23	89	1145
23	24	20	638
24	25	50½	275
25	26	91	580
26	27	70	224
27	28	156	538
28	29	53½	387
29	30	133	292
30	31	159½	373

South :—Thence the demarcation line runs in South-West direction to station No. 32. a distance of 440 links. From there it runs in Western direction a distance of 1287 links, to reach the station No. 34, passing through the intermediate station No. 33. From there it runs in Southern direction to station No. 35, a distance of 387 links. Thence it runs in Eastern direction to station No. 36, a distance of 453 links. Thence it runs in North-West direction to station No. 37, a distance of 480 links. Again it runs in Western direction to station No. 38, a distance of 798 links. From there it runs in almost Southern direction distance of 825 links to reach the station No. 40, passing through the intermediate station No. 39. From there it runs in almost South-East direction a distance of 912 links to reach the station No. 42, passing through the intermediate station No. 41. Thence it runs in almost Western direction to station No. 43, a distance of 777 links.

Bearings and distances from station to station are as follows:

Station Numbers From	To	Bearings in Degrees in F.B.	Distances in links
31	32	204½	440
32	33	272	479
33	34	270	808
34	35	170½	387
35	36	259	453
36	37	317	480
37	38	259	798
38	39	173	462
39	40	173	363
40	41	126	560
41	42	156	352
42	43	282	777

West:—Thence the demarcation line runs in North-West direction to station o. 44, a distance of 745 links, from there it runs in Northern direction to station No. 45, a distance of 343 links. From there it runs in almost North-West direction a distance of 1732 links to reach the station No. 48, passing through the intermediate station Nos. 46 and 47. Thence it runs in North-East direction to station No. 49, a distance of 757 links. Thence it runs in Northern direction to station No. 50, a distance of 496 links. From there it runs in almost North-East direction a distance, of 1052 links to reach the station No. 53, passing through the intermediate stations 51 and 52. From there it runs in North-West direction a distance of 345 links to reach the station No 55 passing through the intermediate station No. 54. Thence it runs in almost South-West direction a distance of 1019 links to reach the station No. 57, passing through the intermediate station No. 56. Therefrom the line runs in almost North-West direction near 'Chanila' a distance of 992 links, passing through the intermediate stations 58 & 59,

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to reach the station No. 0, which is the point situated North-East of the station No. 83, newly constructed cairn No. 52 of the Bit II of the block at a distance of 2680 links. Thence it runs in almost Northern direction to station No 1, a distance of 710 links. Therefrom it runs in finally in North-East direction a distance of 442 links to reach the station No. 2, which is the starting point of the Bit IV of the Block. Bearings and distances from station to station are as follows:

Station From	Numbers To	Bearings in degrees in F. B.	Distances in links.
43	44	323	745
44	45	354	343
45	46	339	635
46	47	305	720
47	48	342	377
48	49	20½	757
49	50	350½	496
50	51	36	116
51	52	50	396
52	53	22	540
53	54	301½	135
54	55	313½	210
55	56	233½	530
56	57	260	489
57	58	315	510
58	59	294	319
59	0	303½	163
0	1	352½	710
1	2*	21½	442

* Starting point of Bit IV

Other Privileges:—(*a*) Free grazing of cattle by villagers.

(*b*) Free removal of green manure leaves for *bona fide* use by ryots.

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(*c*) Free removal of dry fuel for *bona fide* use by villagers.

(*d*) Free removal of Muligrass for *bona fide* use by the villagers.

[No. AFD 20 FAF 69.]

By Order and in the name of the Governor of Mysore,

S. BALASUBRAMANYAN,
I/c. *Deputy Secy.*

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